

AVIATION

The Oldest American Aeronautical Magazine

MAY 9, 1927

Issued Weekly

PRICE 15 CENTS



A Curtiss P-1B (Curtiss D-12 engine) pursuit plane maneuvering

VOLUME
XXII

SPECIAL FEATURES

NUMBER
19

THE GUGGENHEIM SAFETY AIRCRAFT COMPETITION
A. S. M. E. AERONAUTIC MEETING
AERO DOPES AND VARNISHES

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Index to Contents

NEWS ARTICLES AND ITEMS

Commander de Pinedo Welcomed by Aircraft Industry in New York	978
A.S.M.E. Holds Two-Day Aeronautical Meeting in Buffalo	984
Plans Progress for Trans-Atlantic Flight	989
Swiss Entry for Balkan Race	993
New Travel Air Monoplane on Delivery	993
Los Angeles Back from Pensacola	993
The Caterpillar Club	994
Luncheon for Pro-American Fleet	994
Spanish Purchase Engines	994

FEATURES AND DEPARTMENTS

Editorials	977
The Guggenheim Safe-Aircraft Competition	979
Apparent Progress Toward Safety in Aircraft Design	985
Aero Dopes and Variables	991
Solo Ships	995
Foreign Aeronautical News	996
Airports and Airways	996
U. S. Air Forces	1000
Publisher's News Letter	1006

ADVERTISING INDEX	1205
WHERE TO FLY	1006-1010
AIRCRAFT SERVICE DIRECTORY	1010-1012
CLASSIFIED ADVERTISING	1014

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With the Editor

For some time it has been known that the Guggenheim Fund for the Promotion of Aeronautics has been working on the preparation of a set of rules for a competition designed to promote the safety features to be known as the Safe-Aircraft Competition, more at a most opportune time. Before has there been such an urgent need for the grading of the thoughts of the general public in the right direction regarding the safety of modern commercial aircraft. Recent remarkable aeronautical performances have served to attract more than the usual quota of public attention to flying and the promotion of these splendid performances with a series of most unfortunate accidents most radiantly have served to reinforce the public thought, for, as Mr. Guggenheim pointed out at the Yale Club recently, the public is unable to differentiate between straightforward commercial flying and what may be termed stunt performances attempted by the sensational promoters in their endeavors to stir their power wide possibilities of the airplane. The Guggenheim Fund rightly feels that more of the safety factor must be made inherent in the aircraft and it is now up to the aeronautical engineers of the World to set under the encouraging influence of the Competition, the rules which are printed in full in this issue.

It was a COMMERCIAL WRIGHT WHIRLWIND MODEL J-5C ENGINE that established the new World's Endurance Record of 51 Hours, 11 Minutes, 20 Seconds on April 14th, 1927



A COMMERCIAL engine—as a commercial airplane—flown by commercial pilots—established the new World's Endurance Record! A brilliant tribute to American Commercial Aeronautics.

Both airplane and engine had been used extensively before this flight. The engine—from the standard production line—was

top overhauled at the end of 166 hours, 38 minutes previous service and had had a total of 179 hours and 33 minutes when the Record take-off was made.

During the Record Flight the engine consumed an hourly average of only 7½ gallons of gasoline, and less than 1 pint of oil.

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The Oldest American Aeronautical Magazine

Vol. XXIII
MAY 9, 1927
NO. 19

Greater Safety

THE PUBLICATION of the rules of the Daniel Guggenheim Safe-Aircraft Competition marks another forward step in the movement looking toward the better adaptation of the airplane to commercial needs. The competition makes the widest claim of seeking merely to increase the safety factor in flying, but safety, dependability and maneuverability are so closely linked that the winner of the \$100,000 prize, under the requirements of the competition, will have made one of the greatest contributions to prize free aviation since the birth of commercial flight.

The prize elements that enter into the efficacy of commercial aircraft are speed, safety and economy. Military aircraft was sacrifice safety and economy for maneuverability, a quality that is not of such great importance in air transport. Speed and economy are easily acquired but the greatest element of all, safety in the absolute sense, or even to the degree of assuring public confidence in an open field and the uncertainties, if it advances this commercial requisite no matter how slightly, will have been amply worth while.

This Competition differs from other movements here to date launched for the practical promotion of aviation. First of all, it goes to the very heart of the problem underlying commercial flying. Next it offers a prize commensurate with the task it seeks to inspire. If the money were the sole reward, great stimulation would result but the greater prize will be the public confidence that will be placed in the winning airplane. To have judges of the character of those who have been appointed to certify to the safe attributes of any airplane would be almost enough an incentive. It is doubtful if the prize itself could have induced such a representative competition to secure, were it not for the prizes the generosity of the donor of the prize.

The confidence of the owners of the planes is very great. They hope that the movement they have received from all parts of the world that safety is almost an absolute issue may be led now, given the proper incentives, will be realized and that the world will be once assured that air travel is safe and its rapid expansion near at hand. The achievement of even relative safety would be more beneficial to the advancement of commercial aviation than all the speed contests, exploration adventures and long distance flights that have brought such reasonable fame to aircraft in recent years.

Two matters concerning the competition should be noted. One is that the prospecting has been given little or no attention. It has almost been assumed that the vital part of aircraft has reached as perfect a state of

development as may be expected, or that the rewards for greater reliability in this field are so great that no monetary prize would act as an added incentive to this end. Another point is that the judgment of the committee will, after all, probably have to be based on opinion rather than the actual performance. And this will bring with it certain difficulties. If these government officials of high position could be secured by the railroad industry in the automobile industry to place their impartial stamp of approval on a product, possibly foreign, that will have great commercial possibilities. These industries would consider themselves fortunate, or possibly they would be a little fearful of the outcome.

There appears to be no difficulty in this country to induce capital to embark on almost any kind of aeronautical enterprise. To keep it interested and bring increasing profits has been the problem that has not been solved. Personal fortunes have been made in aeronautics, but capital in a large sense has remained dry except in ventures that had pioneering aspects with the resulting large prospective rewards. With the public convinced that the day of safety in flying has arrived capital will flow into the channels of aviation with such a volume that the practical objective of the Daniel Guggenheim Fund for the Promotion of Aviation will have been achieved.

Sesiplanes vs. Landplanes Again

WITH THE close of the reconquest of Commander de Pinedo's latest long distance flight through Spain, the question of sesiplanes in long-distance aeronautics, as well as cross water flying is again brought to the fore. The various possibilities of the large flying boat type of sesiplanes have frequently been pointed out in these columns and anyone who had the pleasure of listening to Commander de Pinedo when he addressed the luncheon in his honor at New York recently, would not fail to observe the great Italian pilot's enthusiasm for this type of aircraft.

Commander de Pinedo pointed out that in long-distance flying, especially where a new route is being pioneered, the possibilities of a pilot finding a suitable place in which to land is the event of a shortage of fuel or other emergency were infinitely greater in a sesiplane than they would be in the case of a large transport airplane. The point made was that the probability of finding a wide enough stretch of water, assuming that a satisfactory route is chosen, is as likely as the possibility of a pilot of a landplane finding a large enough field in which to make a landing.



By Special Arrangement with the Automotive and Transportation Divisions,
Bureau of Foreign and Domestic Commerce

Turkish Plans for Air Revenue

A Turkish Aviation League, which is charged with the development of all aviation activities in Turkey, announced, at a general congress on Nov. 26, the following sources of revenue for the League. These proposals have been submitted to the Grand National Assembly.

1. A monopoly for the acquisition of custom-patent ideas, permitting only the Turkish Aviation League, or its subsidiaries, to import these into Turkey.

2. The Turkish League will exploit in future transactions between tobacco growers and manufacturers and the tobacco monopoly. Administration will be printed and sold by the Aviation League at a fixed price.

3. The printed forms which are used by merchants in connection with their custom-house transactions will likewise be forwarded by the league.

4. Colombia and aeronautical books will be printed and distributed by the league.

5. All packages of cigarettes will be supplied under cigarette stamp, and the equivalent of the total number of cigarettes thus returned will be paid by the Tobacco Monopoly Administration to the Aviation League.

6. Court reports will be printed and sold through the Aviation League.

7. The league will require the monopoly for the importation and sale of playing cards.

8. The union industry at Chahak, which will open about December 25, has decided to send to each branch of the Aviation League a box of sugar. These boxes will be put up as stamps for the benefit of the Aviation League.

9. A herd levy of 3-5 percent will be collected on all cattle brought across the Bulgarian border for marketing in Thrace. This tax will be collected by the Aviation League.

10. The league will require the concession for the establishment of a quad and barrel factory.

11. The league will obtain the exclusive rights for the use of automatic vending machines for chocolate, candies, matches, etc. These distributions will be placed in public buildings and along the principal streets.

12. The rent, taxes and royalties of all beer will be marketed by the Aviation League.

13. Military discharge forms will be printed and sold by the league.

14. The reserve deposits which belonged to the former State League will be exploited to the benefit of the league.

15. The revenue books used in distribute in public schools and colleges will be sold by the Aviation League.

16. Official documents emanating from Turkish law offices and municipalities, newspapers, railways, tramways, underground and steamship tickets, official forms procured between government departments, permits, bonds, and the bills of restaurants and beer-halls shall bear an aviation stamp.

17. All forms of postage stamps will be turned over to the Aviation League for classification and sale.

18. The league will obtain the monopolistic rights for the printing and sale of marriage forms, registers, and all sorts of civil forms.

Thus the past two years the Turkish Government has shown a drive to further aviation in the country. The Aviation

League was required by declaration of the Prime Minister, and is supposed to be a purely private organization. In fact, it is quasi-governmental.

Seaplanes for Dutch East Indies

It is reported in Java that a contract has been signed at The Hague, on the part of the Government of Netherlands Indies, with the Nieuwe Vliegtuig Industrie of The Hague, for the construction of rubber seaplanes of the Dornier Wal type. Sixteen of these planes are reported to have been definitely ordered and the other orders have been previously ordered subject to the appropriation by the legislature of funds for their purchase. The Nieuwe Vliegtuig Industrie has obtained license under the patents for the construction of the seaplanes.

The planes are to be of the sear type as those which were purchased in 1935, but ones and which are already in service in Netherlands Indies, with the exception that, instead of being equipped with two Dornier-Wal engines, they are to have two Lemmon-Breidow engines.

It is also reported in the Amsterdam press that the Netherlands before Aviation Association has arranged, in cooperation with the Colonial State Department, for the first flight from Batavia, Java, to Boreas, Sumatra, and return, for the purpose of demonstrating the practicability of a regular mail service in connection with the Dutch passenger steamers which will make work at the latter port in both the outward and the inward voyage.

If the experimental flight demonstrates the feasibility of a regular service, it is believed in Java to be probable that the post office authorities will give serious consideration to the question of adopting this means of expediting the transportation of the mails. It is stated that from two to six days will be needed to find under the best conditions it should be possible to connect with a service direct after the departure of the steamer from Batavia and Boreas. As it is more, and requires a minimum of five-to-six days to reach Batavia from the Mediterranean ports.

Perth-Adelaide Air Service

The establishment of an air service between Perth and Adelaide, Australia, has been proposed. This for the service was to be started immediately and if satisfactory were approved the service will be established. The Australian Post Office Department will stipulate the time to be taken in carrying the mails, and will load the seaplanes on authority before in 30 each.

Cologne Visits The Ruhr To Rotterdam

An air route from Cologne via the Ruhr to Rotterdam is proposed for the future and efforts are being made to have this route established by the Rhine as far as the city of Maastricht. It is believed that a seaplane service Rhine-Cologne would be naturally to improve and it is possible that by the time of the advent that the benefits of the Rhine of 1936 would constitute a good seaplane service in that area. The construction of such a seaplane has been discussed for some time and it is reported that negotiations are being conducted that the construction could be undertaken at the joint expense of the cities of Maastricht and Rotterdam, including, under the auspices of the committee for the completion authorities at Cologne. Nevertheless, in view of its dependence upon a good harbor at Maastricht during the summer would appear to have a time interval at the project.



The Vought "Corsair" makes another

WORLD'S RECORD

A WORLD'S Speed Record for Seaplanes carrying 500 Kilograms (1102 pounds) was made by Lieut. S. W. Callaway, U.S.N., on April 23rd, in a Standard Vought "Corsair" naval observation seaplane.

The official speed record established was 147.263 miles per hour for 100 Kilometers, over the Hampton Roads, Va., Schneider Cup course.

The actual useful load carried including pilot, fuel, equipment and 1102 pounds

ballast, was 1675 pounds.

The record was made with the same standard service "Corsair" in which on April 14th, Lieut. Gen. R. Henderson, U.S.N., made a new World's Altitude Record for Seaplanes.

Both records were made without special preparations, the airplane, engine and propeller being the original, strictly stock, service equipment delivered in October 1926, and used, without changes or modifications, in all flights since.

"The stock Airplane which makes World's Records for America."

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AIRPORTS AND AIRWAYS

Lansing, Mich.

Mr. Driggs of the Driggs Airplane Co. has been doing some veritable educational work in co-operation with radio station WREO of the Blue Motor Car Co. Every Thursday evening Mr. Driggs, or some other person as well qualified, has been giving talks on light planes. The basis for the talks is the Government literature on lightplanes which was written by Mr. Driggs.

The new Driggs model lightplane has been flight tested and far exceeds the expectations of its designer. The test pilot stated that the little plane has the stability and general feel of a full sized airplane and is, in the full sense of the word, a practical airplane.

Those interested in lightplanes will undoubtedly have some thing of value if they will tune in on WREO at about 7 o'clock every Thursday night on Thursday evenings.

White Plains, N. Y.

The Knoll Golf Field is no longer available for landing, as it is being laid out in streets. The new field will be ready early in May.

The Washington Aerial Dispatch, Inc. will shortly resume operations with two planes on their popular passenger service and one plane for the instruction of students. Governor Townsend of Connecticut, who attended a convention at Belvidere Lodge recently, paid Knoll Golf Field a visit. Pilots will be welcome at the new field.

Mason City, Iowa

Mason City has one of the finest airports in Iowa in prospect, according to those who have seen the local 60 acres that Bradford MacNider Post of the American Legion has bought there. By agreement with the Chamber of Commerce, the Legion will maintain the field for two years after which the Chamber of Commerce will share the load.

The field is on the direct north and south route from the Twin Cities to Des Moines, and it is expected to make it one of the principal airports of northern Iowa. At a conference there attended by Ralph W. Olson, N. A. A. governor for Iowa, plans were indicated for delimiting the field during the coming summer.

Fleet, Mich.

By Ralph Rindow

Wm. Chase has returned from Santa Fe, Calif. and has officially opened the flying season by buying his Waco out from Fred Hammer's hands in Fresno. Mr. Chase is associated with Mr. Chase in the flying game and the two did a very good business carrying passengers on the afternoon of Easter Sunday. The new and the "wing apparatus" of the usual airplanes the best former pilot for the "big plane" in this locality.

Mr. Carr has looked some students and will start instruction early next year.



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PUBLISHER'S NEWS LETTER

Glossing readers may have noticed that the name of the company publishing AVIATION has been changed and new offices are to conduct the publication in the future. So that there will be no incorrect references drawn from these changes, a specially frank publisher's news letter may be helpful to the readers of the paper—who after all are the readers of any publication. The writer of this paper has spent most of his career of hard pioneering in a field of publishing that has had as its principal reward the satisfaction of knowing and playing a minor role in a new art. He has seen seven companies fall by the wayside. When times have been favorable to the aeronautical industry, the financial horizon has been bright and when the depression has come, it has meant the movement of no small sums to keep AVIATION from expending and joining the other discouraged aircraft papers. When our readers realize that slightly over a million dollars have been expended by AVIATION since it started in the dissemination of aeronautical news and information, the full record of the extent of the responsibility will be realized.

This million dollar has, of course, been largely the turnover of the receipts from subscriptions and advertising. If the publishers of the paper had wanted to charge a subscription price or advertising rates that would have brought them a profit, another story might have been written, but when it is known that the publishers have never received any income or that their investment has been used up, dividends are here deferred, the full acceptance of the burden that has been carried may be realized. If they have contributed to the advancement of the art and science of aeronautics they have felt well repaid. With the increasing capital requirements and the growth of the volume of circulation and advertising, a continuance of the responsibility has necessarily had to be shifted to younger and more active shoulders. The has been done and the writer who has been responsible for the direction of the paper since its inception, will take a less and less active part in the work of the company, believing that those with whom he has been associated in the publication of the paper for many years will continue to increase its usefulness as the growth of the field permits. This page will continue to be for a time, at least, the vehicle for the friendly interchange of ideas that would be out of place anywhere else except in a news letter. Possibly, for many years to come, it may be our privilege to contribute or abstract from the sum total of aeronautical knowledge in this way.

The above pages have been very pleasant. The instant welcome that AVIATION and AVIATION

Engineering—as the paper was then called—met, has been encouraging. At the time, it was almost impossible to find current authentic and reliable technical information in printed form. It was the privilege of this paper to pioneer along these lines until other sources of information became available. Before the War, the need for a service paper for the thousands of young men who would flock to the aerial defense of democracy was realized and the Air Service Journal was created. Throughout the War it provided a weekly source of aircraft news of the activities of the great governmental aviation expansion program, authorized as well as personal. Eleven of the staff of the company publishing the two papers went into service. Those who carried on under the restrictive limitations of the censorship considered a splendid service. After the Armistice, when the demobilizing government aircraft program brought the aeronautical industry almost to the verge of ruin, serious problems faced the two aeronautical papers that had been able to carry themselves during the period of the war. One being a semi-monthly and the other a weekly it was considered advisable to amalgamate the two into a single weekly and the resulting paper has been AVIATION of the last seven years.

It would be impossible not to give the credit for the success of the publication to those who have really made it. To those subscribers who have faithfully supported the policies of the paper should go the first appreciation. It has been their influence that the advertisement has sought. Their buying power has given this paper the best position in the field of aeronautical publications. To the advertisers who have used its pages to announce new developments and keep their products favorably known to our readers not that not only appreciation from the publisher but from the readers as well. This support has enabled the paper to exist. In a similar manner, the contributors, many of whom have written without other reward than the meekly desire to assist in spreading sound aeronautical information are deserving of the sincerest gratitude. Fortunately, there will be no change in the staff or the general policy of the paper; it will continue to grow with the increase of aeronautical interest. It will continue to stand for these independent policies that have brought it to such a large and influential group of readers in the past. While sometimes mortifying the publisher for a time, the burden will be gradually shifted to the shoulders of others and where the occasion arises we shall fold our tent and step quietly away with the hope that the past drives your may offer opportunities for service to the cause of aeronautics that will be as pleasant, brief as many friends and afford as great satisfaction as has the service of bringing AVIATION to our head. L. D. G.



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